



Technical Working Group

September 21, 2017

9:00 a.m. – 10:30 a.m.

SCAG Downtown Office – Board Room

818 West 7th Street, 12th Floor

Los Angeles 90017

(How to Participate in Meeting on Next Page)

AGENDA

Receive and File

August 17, 2017 TWG Meeting Summary

Information Item

Transportation Safety Discussion

- | | | |
|--|---------------------|------------|
| 1. Welcome and Self-Introductions | Aguirre/Thompson/Vo | Attachment |
| 2. Safety Performance Management Measures Final Rule | | |
| 3. Regional Safety Existing Conditions | | |
| 4. Safety Target Setting Methods | | |
| 5. State Safety Targets | | |
| 6. Regional Target Setting Next Steps | | |
| 7. Go Human Resources | | |



How to Participate

In Person

SCAG Downtown Office Board Room

818 W. 7th Street, 12th Floor
Los Angeles 90017
213-236-1800

Videoconference

Orange County

OCTA Building
600 South Main Street, Suite 1233
Orange, CA 92868
Telephone: (714) 542-3687

Riverside County

3403 10th Street, Suite 805
Riverside, CA 92501
Telephone: (951) 784-1513

Imperial County

1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243
Telephone: (760) 353-7800

San Bernardino County

1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
Telephone: (909) 806-3556

Ventura County

950 County Square Drive, Suite 101
Ventura, CA 93003
Telephone: (805) 642-2800

Web Meeting

<http://scag.adobeconnect.com/twg91814/>

Teleconference Number: 1-800-832-0736

Meeting Room# 7334636

Teleconference

Number: 1-800-832-0736 – Participant Code: 7334636



Technical Working Group

Receive and File



Technical Working Group

August 17, 2017

Meeting Summary

The following is a summary of discussions at the Technical Working Group on August 17, 2017.

Information Items

1. **Accessory Dwelling Units**

Deborah Diep, California State Fullerton, reported on accessory dwelling units. Ms. Diep reviewed new legislation and the different forms of Accessory Dwelling Units (ADUs), sometimes referred to as granny flats or in-law units. The U.S. Census and Department of Finance definitions were reviewed as well as the DOFs annual housing unit survey. Different scenarios were reviewed providing examples of these units and their impact on planning. Ms. Diep also reviewed the different issues associated with these type of units.

2. **Updated Guidelines and Schedule – Bottom-Up Local Input and Envisioning Process for Development of the 2020 RTP/SCS**

Kimberly Clark updated the group on guidelines and schedule for the bottom-up local input process for the 2020 RTP/SCS. It was noted that SCAG will engage local jurisdictions, subregions, and other stakeholders to inform development of the 2020 RTP/SCS. This collaborative process will entail four phases and will be concurrent with the development of SCAG's Regional Housing Needs Assessment (RHNA). Those phases are regular technical consultation, one-on-one outreach and local input on planned growth, regional collaboration on sustainable communities scenario development and engagement with the general public on potential options for the sustainable communities strategy. It was noted SCAG will continue working with the technical working group and other stakeholders to refine and finalize the technical methodology for this process. Also, subregions will also provide essential assistance during the coming months to refine the approach and convene local jurisdictions for discussion as well as one-on-one meetings.

3. **Draft Scope of Work – Mapping Metro's Transit Supportive Toolkit**

Kimberly Clark updated the group on Metro's Transit Supportive Toolkit. It was noted the 2020 RTP/SCS process will involve a great deal of coordination and outreach with SCAG's 197 jurisdictions and 15 subregions. Ms. Clark noted that for this cycle a number of changes to the process have been made, specifically the modelling of the GHG reduction potential for a "Local Input" base case, which will consist of input from local jurisdictions

down to the neighborhood level for all areas in the region. Additionally, it will be important to know how well the region is performing based on locally anticipated growth and planning practices and to understand the extent to which local jurisdictions have implemented sustainable-oriented practices. Further, SCAG has expanded our previous cycle's local input survey to include new topics and added a number of datasets to the traditional items including several of the measures specified in Metro's Transit Supportive Toolkit. The toolkit specifies multiple measures that local jurisdictions can implement to help encourage transit ridership, usage of active transportation modes and a subsequent reduction in local Vehicles Miles Traveled (VMT). Desiree Portillo-Rabinov reviewed Metro's Transit Supportive Toolkit.



Technical Working Group

Agenda Item 1

TRANSPORTATION SAFETY

Regional Existing Conditions




Technical Working Group
September 21, 2017

Overview

- Safety Performance Management Measures Final Rule
- Regional Safety Existing Conditions
- Safety Target Setting Methods
- State Safety Targets
- Next Steps
- GoHuman Resources



Safety Performance Management Measures Final Rule



Performance Based Planning

- MAP-21 established a performance- and outcome-based transportation program
- Investments will make progress toward achievement of national goals:
 - **Safety**
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays

Federal Highway Administration Final Rule

- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures:
 - **Number of Fatalities (Victims)**
 - **Rate of Fatalities (Victims) per 100 million VMT**
 - **Number of Serious Injuries (Victims)**
 - **Rate of Serious Injuries (Victims) per 100 million VMT**
 - **Number of Non-motorized Fatalities and Non-motorized Serious Injuries (Victims)**
- 5-Year Rolling Averages

State Targets

- State DOTs establish statewide targets for each performance measure
- Annual targets— set by August 2017 for Calendar Year 2018
- Targets based on calendar year
- Applicable to all public roads
- No specified methodology for setting targets
- State DOTs charged with coordinating with MPOs
- Annual reporting and assessment

MPO Targets

- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2018)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State still TBD, but will include reporting in RTP/SCS and FTIP


FHWA Target Achievement Evaluation

A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets...

a) are met

-- or --

b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target



FHWA Target Achievement Evaluation

- Requirements if State did not meet or make significant progress toward meeting targets:
 - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
 - Submit an HSIP Implementation Plan
- States notified of target achievement by the end of March following the year data becomes available (March 2020 for CY 2018)



Existing Conditions

What are the overall trends?



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS



5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS



136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS

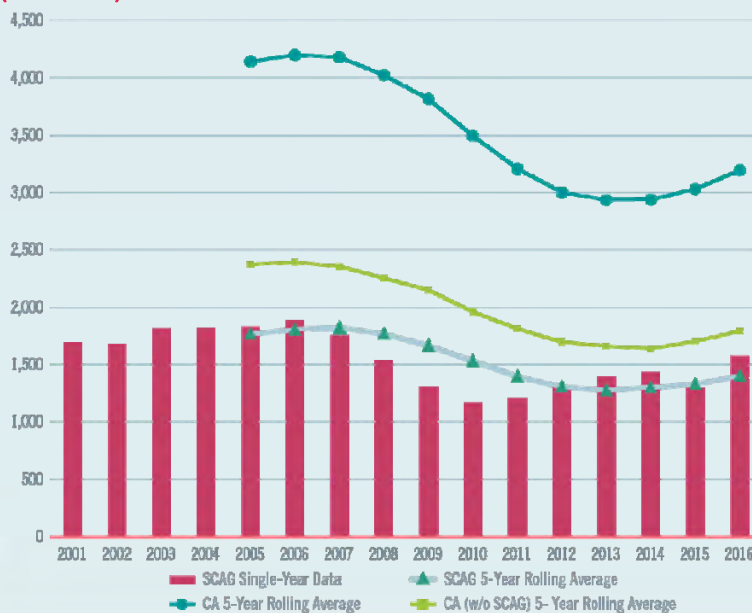


270 COLLISIONS OCCUR PER DAY ON THE STREETS

THAT IS ROUGHLY **99,000** PER YEAR

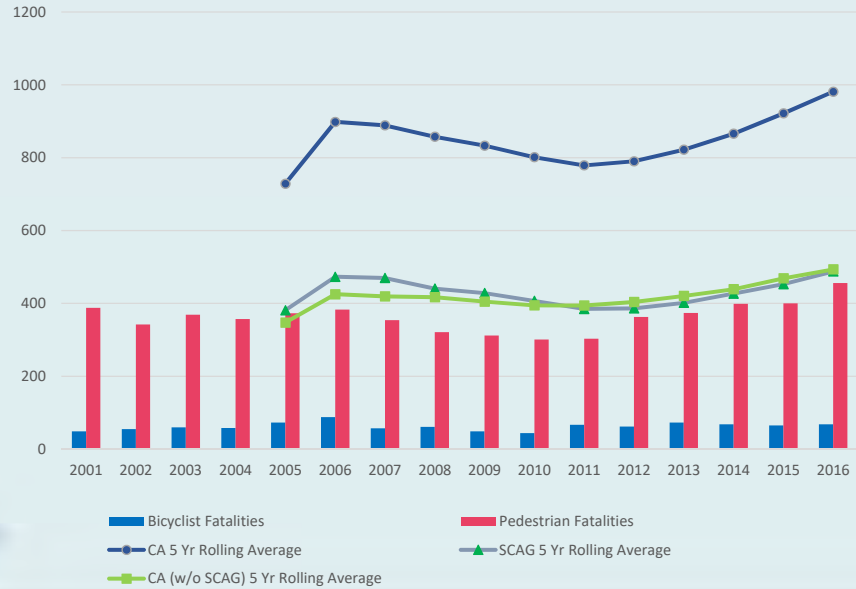
What are the overall trends?

Number of Fatalities (Victims)



What are the overall trends?

Number of Non-motorized Fatalities (Victims)



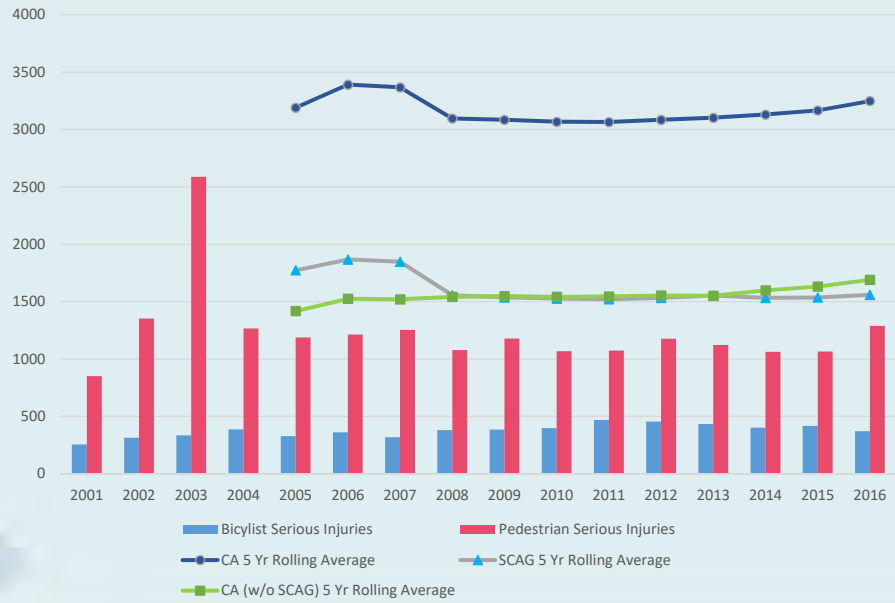
What are the overall trends?

Number of Serious Injuries (Victims)



What are the overall trends?

Number of Non-motorized Serious Injuries (Victims)



What are the overall trends?

Fatal Victims – Per 1,000 People



What are the overall trends?

Rate of Fatalities (Victims) per 100 million VMT



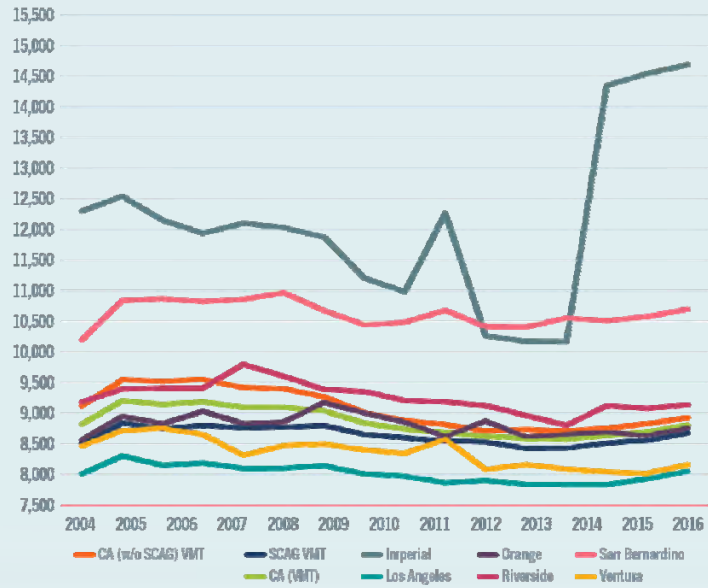
What are the overall trends?

Rate of Serious Injuries (Victims) per 100 million VMT

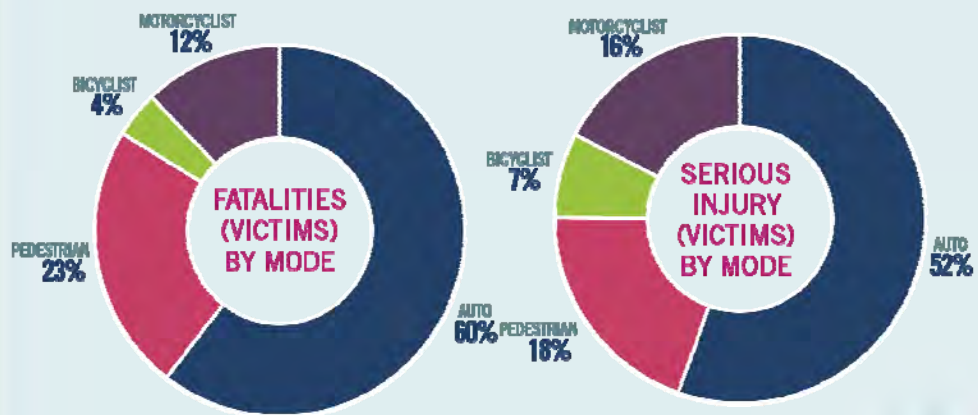


What are the overall trends?

SCAG VMT



Who is being hurt?

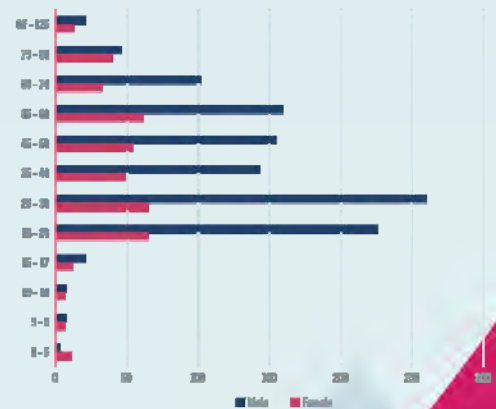


Who is being hurt?



Who is being hurt?

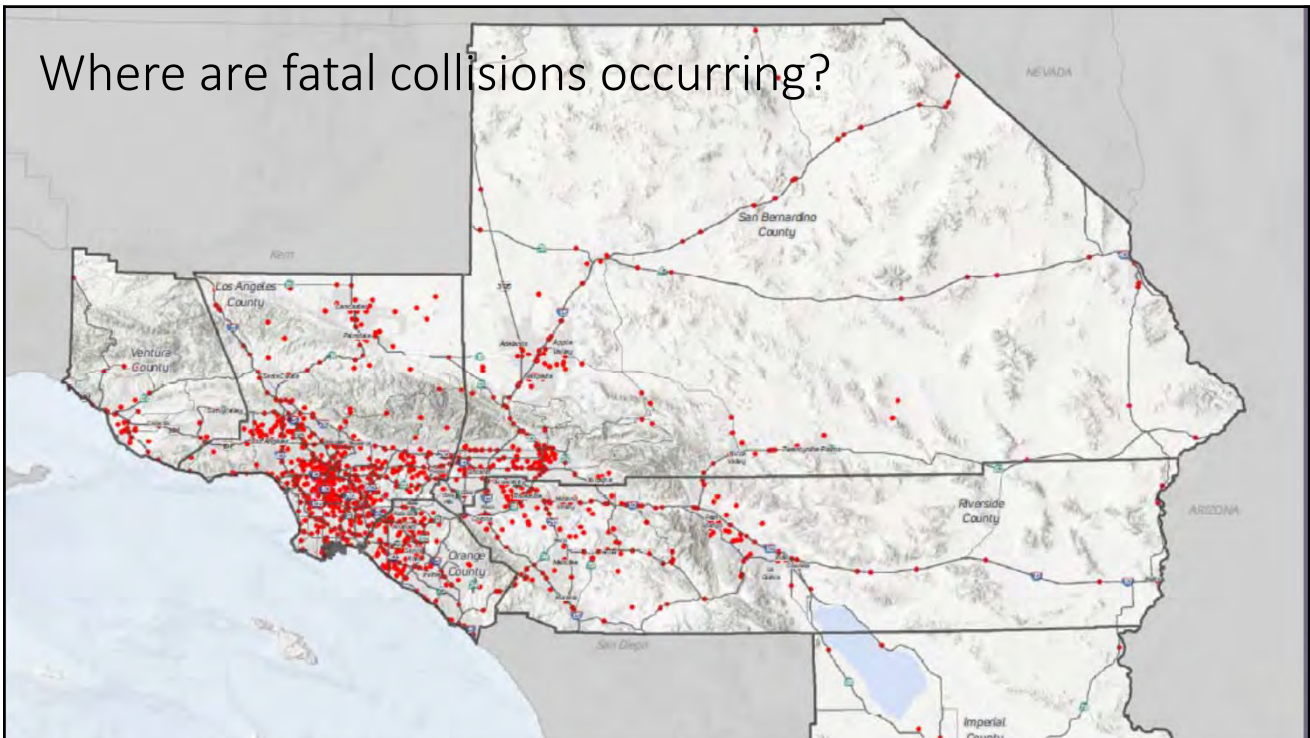
All Collisions vs. Fatal Collisions (M/F)



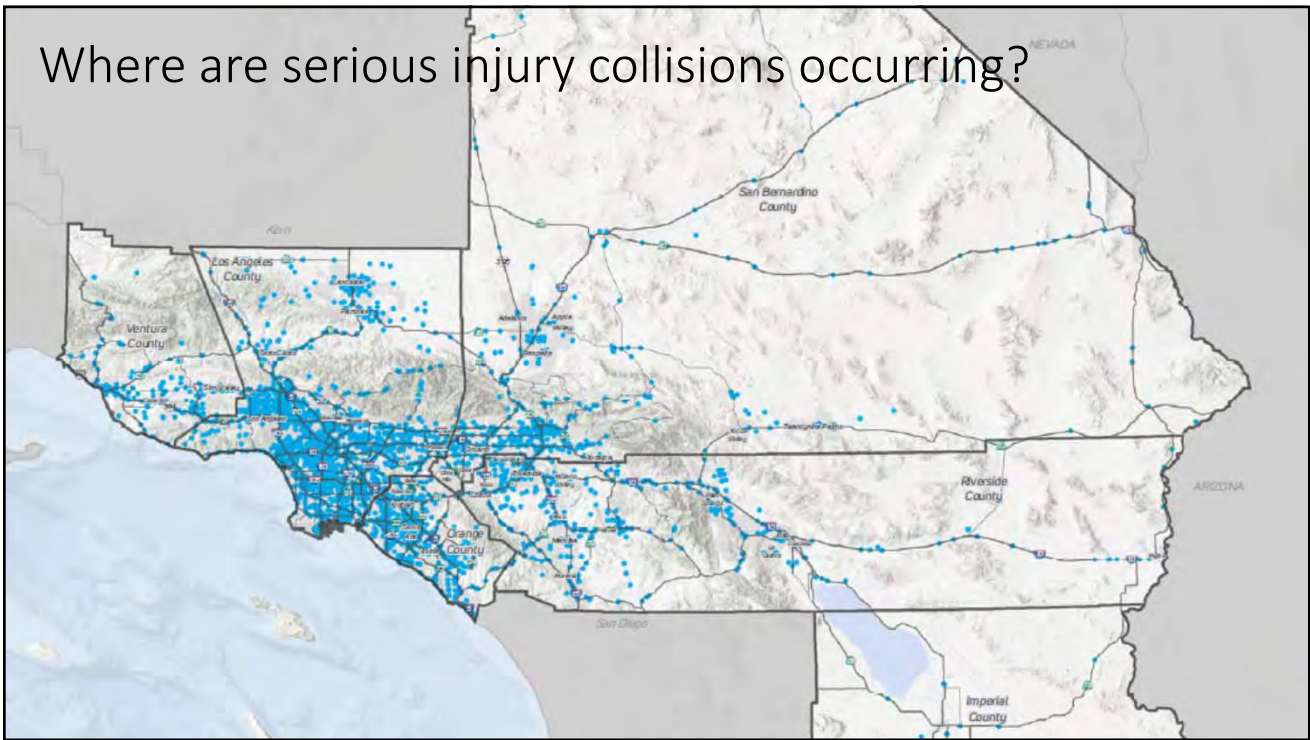
Where are collisions occurring?



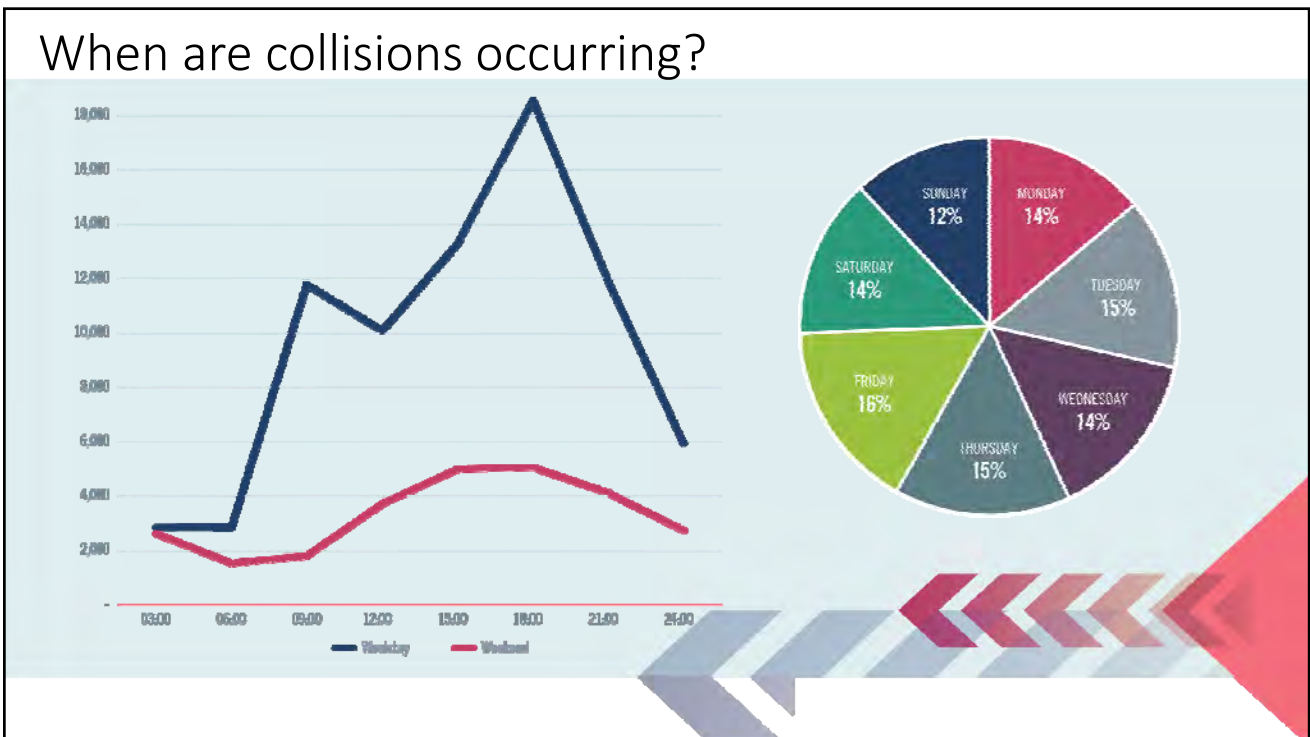
Where are fatal collisions occurring?



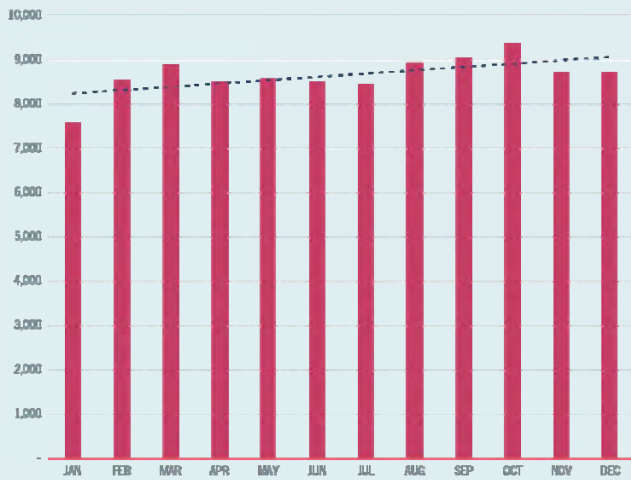
Where are serious injury collisions occurring?



When are collisions occurring?



When are collisions occurring?



Why are collisions occurring?

The top contributing factor of all collisions is unsafe speed.



Speed is the critical factor in the severity of collisions

HIT BY A VEHICLE TRAVELING AT 25 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 50 MPH



2.5 out of 10 pedestrians survive

Why are collisions occurring?

THE TOP THREE CONTRIBUTING FACTORS FOR ALL COLLISIONS



THE TOP THREE CONTRIBUTING FACTORS FOR FATAL COLLISIONS



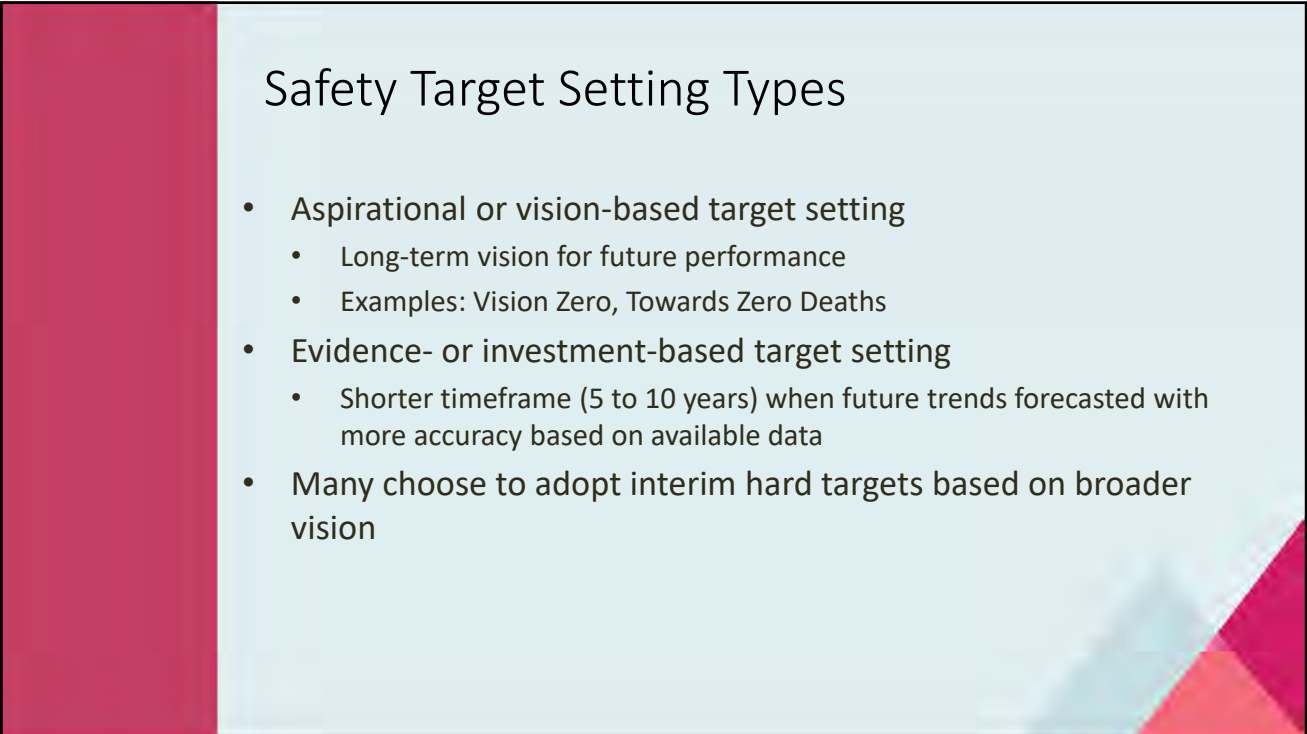
THE TOP THREE CONTRIBUTING FACTORS FOR SERIOUS INJURIES



Thoughts?
Questions?



Safety Target Setting



Safety Target Setting Types

- Aspirational or vision-based target setting
 - Long-term vision for future performance
 - Examples: Vision Zero, Towards Zero Deaths
- Evidence- or investment-based target setting
 - Shorter timeframe (5 to 10 years) when future trends forecasted with more accuracy based on available data
- Many choose to adopt interim hard targets based on broader vision

Thoughts?
Questions?

State Safety Targets

- Number of Fatalities: 3,591
- Rate of Fatalities per 100m VMT: 1.029
- Number of Serious Injuries: 12,823
- Rate of Serious Injuries: 3.831
- Number of Non-Motorized Fatalities and Serious Injuries: 4,271

MPO Safety Targets

- Adopt State Safety Targets
- Develop/Adopt Regional Targets
- Adopt Combination State/Regional Targets

Next Steps

- October 2017: TC reviews existing conditions
- October 2017: TWG reviews potential regional targets
- November/December: TC considers draft regional targets
- December/February: RC adopts regional targets
- February onwards: Work with stakeholders to develop regional safety plan for 2020 RTP/SCS

Questions?

